

in 1990 to provide guidance and counsel leading to all commanders within III MEF. In addition, in July of 2002, the manager became a III MEF primary staff member and is involved in the planning of all training and operational plans.

(1) A Certified Safety Specialist was employed

(a) Efforts to Achieve Goals.

III MEF, I have emphasized that a successful mishap prevention program begins with effective and concerned leadership. Each command under within III MEF has been tasked with implementing programs ensuring the intent and spirit of the Marine Corps Safety Commandant within III MEF. Programs are communicated and adhered to the lowest level in III MEF.

(1) Safety Planning - Since my assumption of command at

a. On-Duty Ground Mishap Reduction - Reduce the number of Class A and B mishaps by an additional 5% per year through FY06.

1. The Commandant's FY00 Safety Campaign Plan identified a Class A and B serious accidents mishap reduction goal of 25% for FY01, and a further reduction of 5% per year from FY02 through FY06. Collectively, these goals equate to a 50% reduction by the end of FY06 and meet the Department of the Navy's mandated 50% reduction in mishaps. Per the references, enclosure (1) is forward. In addition to supporting the efforts contained in enclosures (1) through (3), this report outlines III Marine Expeditionary Force efforts towards the achievement of these USMC-wide goals.

Enclosure: (1) CMC Safety Campaign Reduction Goals Matrix
(2) CG 3rd MAR DIV Ltr 5800 over CG dtg 21 Mar 03
(3) CG 1st MAW Ltr 5800 over CG dtg 27 Mar 03
(4) CG 3rd ESSG Ltr 5000 dtg 10 Apr 03

Ref: (a) ALMAR 060-02
(b) MARFORPAC msg 260115Z Feb 03

Subj: BI-ANNUAL SAFETY REPORT

From: Commanding General
To: Commandant, Marine Forces Pacific

21 APR 2003

CG
5800
IN REPLY REFER TO

FPO AP 96606-5601

UNIT 35601

UNITED STATES MARINE CORPS
III MARINE EXPEDITIONARY FORCE, FME



The DIC course is being extended to 40 hours. It will include Drivers Improvement Course for those who drive POVs on Okinawa. safety, III MEF has partnered with MCB Japan in beginning a new (2) Efforts to Achieve Goals. In the area of traffic

we support our Marines in their off-duty time. This program was developed following a comprehensive look at how developed for II MEF and is frequently reviewed and updated. provide a safe on-base liberty environment. A Liberty Plan was An additional area of emphasis for off-duty Marines has been to vehicle mishaps, this command continues an aggressive drive safe duty PMV (1 auto/1 motorcycle) mishaps. Even with only minor within III MEF. Since FY00, III MEF has suffered 2 Class B off-Historically this has been the area of greatest concern duty ground safety has been the reduction of PMV mishaps. (1) Safety Planning. A specific target of HQMC (SD) off-

Class A and B mishaps by 5% per year from FY 02 through FY 06.

b. Off-Duty Ground Mishap Reduction - Reduce the number of

students.

East Marine Arts School by teaching ORM to the Instructor at the MEF Quarterly Safety Council and by assisting the Far became engaged with the problem and is currently addressing it aggressively pursuing this problem. III MEF Command Element which continues to causes injuries. Each of the MCS/MSEs are greatest shortfall is the Marine Corps Martial Arts Program employing an SIB for each government motor vehicle mishap, and performing a safety manager with each training operation. Our officers, Executive Officer Safety Awareness Course, most successful of these programs are the Collateral Duty Safety training and implementation of ORM into our daily lives. The large part to small unit leader and commanders involvement, sufficed to date. It is felt that this success is due in FY00 we suffered 8 on-duty Class A and B mishaps. In FY03 we in our safety programs since FY00. This is evidence that in (b) Success/Shortfalls. III MEF had many successes

sources outside III MEF concerning Marine Corps safety statistics or information that has been authorized for release to the public is forwarded to each battalion/squadron safety manager. It is also provided to all members of III MEF who have a LAN account.

(3) Verifiable information received from

mishaps resulting in damage in excess of \$500.00 or any damage required for all MSC/S/MSEs to conduct an SIB for all GMV involving non-governmental property.

(2) In October 2002, the MEF instituted a

W. C. GREGGON

[Handwritten signature]

Williams,jd@jimre.usmc.mil.

3. III MEF POC is Mr. John Williams at DSN 622-7763, email at
 Williams,jd@jimre.usmc.mil.
 guidelines.
 defined and our Marines need better education and hazard awareness. Working with MCB Japan, each of III MEF MSCS/MSEs are working to apply risk management techniques, such as water hazard awareness. Working with MCB Japan, each of III MEF MSCS/MSEs are working to train and organize arts training safety activities to publicized martial arts training safety.

The sub-tropical weather and easy access to beaches provides great recreational opportunities, but the risks must be better defined and our Marines need better education and hazard awareness. Working with MCB Japan, each of III MEF MSCS/MSEs are working to train and organize arts training safety activities to publicized martial arts training safety.

briefings by the Japanese Police Officers, Alcohol/Drug Abuse Counselors, and Legal. It will also require the new drivers to take a written and "behind the wheel" tests.

CMC SAFETY CAMPAIGN REDUCTION GOALS MATRIX

CMC SAFETY CAMPAIGN REDUCTION GOALS	HAZARD	CORRECTIVE ACTION STRATEGY	INTERVENTION IMPLEMENTATION EVALUATION	INTERVENTION EFFECTIVENESS MEASURES	PROGRAM SUCCESSES OR SHORTFALLS
On Duty Aviation-REDUCTION GOALS	No class A or B mishaps since 1999	Things falling off aircraft (TFOA)	Post-TOFA ORM reviews	Reduction in TFOA	TFOA through Mar01 – 25 Mar02 – 20 Mar03 - 17
FY02 through FY06 On Duty Ground – Reduce the number of Class “A” and “B” mishaps by an additional 5% per year through FY06.	10 class A and B mishaps in FY00 and decreased to 5 to date in FY03	Implementation of ORM; involve tactical safety specialist in planning in III MEF training operations; deploying tactical safety specialist with headquarters element during operations	When a tactical safety specialist has been deployed with III MEF, there have been no class A or B mishaps	Continue to improve use of ORM; as more tactical safety specialist are hired, will increase their use on deployments with MSCs/MSEs	When ORM is strictly adhered to and a tactical safety specialist has been deployed, there have been no class A or B mishaps
Reduce the overall occurrence of injuries to our civilian employees by 15% per year from FY02 through FY06.	No Class A, B, or lost time injuries to civilian personnel	Continue to train, refresh, emphasize and refine ORM	No Class A, B, or lost time injuries to civilian personnel	Will investigate and process mishap reports and unsafe working condition reports as they are reported	No Class A, B, or lost time injuries to civilian personnel
Off Duty (Private Motor Vehicle and Recreational) Reduce the number of Class “A” and “B” mishaps from FY02 by 5% per year from FY02 through FY06.	The largest problem suffered by III MEF has been off duty recreational water related.	Have worked with MCB Camp Butler to ensure water safety training availability. III MEF is standing up a safety board to approach this and other problems	Insufficient time to determine the value of action taken or planned.	Will continue to analyze date received from mishap reports to determine why we are experiencing off duty water related mishaps	We continue to experience off duty water related mishaps.
Suicide Reduction Goal – To reduce the number of suicides in the Marine Corps by 5% per year from FY02 through FY06.	Often difficult for friends and co-workers to recognize warning signs. Isolated geographically	Suicide prevention training COMREL projects Barracks visits by chaplains PSC Counselors Implemented SMART program	Continue to evaluate and analyze each idealization and gesture to determine program effectiveness	Decreased suicidal idealizations	We continue to experience idealization and gestures. Re-admission to hospital due to extensive time to separate Marines recommended for separation.

the other required training. This class provides them with details to attend a two-day Safety Familiarization course in addition to national actions by all Marines. Executive Officers are required to build an environment that fosters maturity, reasonable, and through training and mentorship. Through this effort we hope to initiate is a comprehensive effort to educate and equip Marines through "Success through Safety".

(2) Efforts to Achieve Goals.

Concern. Historically, these areas have been cause for increased safety deployed as well as units are engaged in training. Instituted in the areas of operational safety while our units are their duties. In addition, new programs emphasizing ORM have been provided with proper training and ensure that their personnel are All leaders of this command will ensure that their practices and should vigorously pursue prudent safety policies and practices. emphasizes that each member of the command is a "Safety Manager" regarding leadership at all levels, the 3D Marine Division common sense prevail as well as to ensure that safe procedures are the right thing", and creating a positive environment in which MarDiv focuses on the leadership to ensure that Marines are "doing what is expected of them". Reflected CMC's emphasis in ALMAR 055-02 followed at all times. Reflected CMC's emphasis in ALMAR 055-02 common sense prevail as well as to ensure that safe procedures are the right thing", and creating a positive environment in which MarDiv focuses on the leadership to ensure that Marines are "doing what is expected of them". Reflected CMC's emphasis in ALMAR 055-02 regarding leadership at all levels, the 3D Marine Division

a. On-Duty Ground Mishap Reduction - Reduce the number of Class A and B mishaps by an additional 5% per year through FY06.

1. The Commandant's FY00 Safety Campaign Plan identified a Class A collision reduction mishap reduction goal of 25% for FY01, and a further reduction of 5% per year from FY02 through FY06. FY06 and meet the Department of the Navy's mandated 50% reduction in mishaps. Per the references, this report outlines the 3d Marine Division effort toward the achievement of these USMC-wide goals.

(b) MARFORPAC 260115Z FEB 03

Ref: (a) ALMAR 060-02

Subj: BI-ANNUAL SAFETY REPORT

To: Commanding General, III Marine Expeditionary Force
From: Commanding General, Third Marine Division

121 MAR 2003
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REPLY REFER TO

UNITED STATES MARINE CORPS

FPO AP 96602-5801

UNIT 35801

3D MARINE DIVISION (-) (REIN)



a safe means to return home from liberty. This program is designed to provide members of the command single Marine Program, and is active at all Division Camps on the Alivé, program has also been implemented in conjunction with the enterprise training alternative to the Okinawan economy. The "Arrive program has been initiated at 3DMDIV, and offers a viable and providing a safe, on-base liberty environment. The "Single Marine" promote an additional area of emphasis for off-duty Marines by use and the Division's "drive safe" program promotes seatbelt Division. The Division's greatest concern of 3D Marine this has not been the area of greatest fatality in years, therefore not experienced an off-duty traffic fatality in PM injuries. We have duty ground safety has been the redaction of PM injuries. We have duty ground safety. A specific target of HQMC (SD) off-

Class A and B mishaps by 5% per year from FY 02 through FY 06.

b. Off-Duty Ground Mishap Reduction - Reduce the number of

aimed at preventing a similar recurrence.

re-validation of the programs implemented was conducted and is beginning of FY 03 while conducting Land Navigation training. A

fatality rates for FY 02. The Division experienced a fatality the

ready reference guide has contracted greatly to the record of no

02. The implementation of the Safety Initiatives along with the

four fatalities a year for FY 00 and FY 01 to "0". Fatalties for FY

(4) Successes/Shortfalls. 3D Marine Division has gone from

towards that goal.

and the 3DMDIV Success through Safety Initiative is aimed

avoiding preventable mishaps is a byproduct of "doing the right

controll mechanisms currently in place to protect our Marines.

to describe mishaps, which result by disengaging policies and

of "avoidable" mishaps. HQMC (SD) has used this categorization

metric for evaluation of 3DMDIV efforts will be in the category

(3) Recommended Metrics or Measures Employed. The primary

potentiality dangerous situations, and take corrective action.

field evolutions, enables any member of this command to identify a

handbook is a quick reference to forty-one categories common to

distributed throughout the command down to the NCO level. This

the particular customarily field activity they encounter. It is

also provides a safety checklist for all Marines to follow given

Division by taking a more traditional approach to safety using ORM.

Division Tactics Safety Field Handbook. It is aimed at reducing

on-duty mishaps. It targets all operational constituents of the

(b) An additional 3DMDIV program is the use of the

all levels.

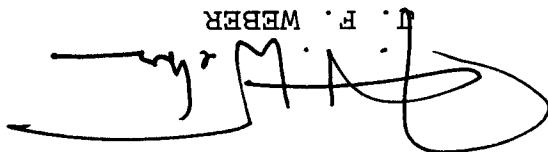
towards the professional development of safety conscious Marines at

Ground Safety training and quarterly refresher training aimed

Safety Officers/Managers and NCO's are required to attend annual

About the various components of the Marine Corps Safety Program.

J. F. WEBER



2. Ultimately, my desire is to achieve and maintain full mission readiness with constant application of the safety principles outlined above. Please contact me if you have additional questions or concerns.

(3) Successes/Shorthfalls. Past records reflect that motor vehicle accidents are not a significant contributor to class "A", and "B" mishaps within the division. One area of interest where we can improve is water safety. The sub-tropical weather within our division combined with relatively easy access to the shore provides great recreational opportunities. Our Marines need a clear understanding of the risks associated with beach and surf recreation as well as hazard awareness in conjunction with open water safety. The division safety center will be working with MCB Safety in the future to apply risk management techniques to water hazards.

(2) Efforts to Achieve Goals. In the area of traffic safety, 3DMARDIV has partnered with MCB Buttler Safety Division, the Japanese Police, and PMO in the "Convincer Program". The 3D Marine crash simulator that demonstrates seat-belt safety. This is a called "Anatomy of a DUI", which highlights the dangers and consequences of drinking and driving. The Single Marine is an island wide partnership between camps and the USO that provides off-duty entertainment as a liberty alternative for single and/or unaccompanied Marines. This program features food, video games, internet, etc. in a fellowship-building environment.

(a) The Last MAW Leadership Initiative is a comprehensive initiative effort to "grow" leaders, through training and mentoring, and to build a positive environment that supports our Marines in their off-duty time. The policy review in how Last MAW comprehensive leadership education and training, and a review of the following areas: a policy review process, environmental support by all Marines, and creating a positive environment to full-time professionalism, and creating a positive environment for mature, experienced actions by all Last MAW Marines in peace or war. A comprehensive look at how we support our Marines in their off-duty time providing facilities conducive to their lifestyle, that supports accountable leadership for mature, responsible actions by all Last MAW Marines.

(2) Efforts to Achieve Goals.

(1) Safety Planning. On-duty ground safety efforts in Last MAW center on the leadership of NCOs and SNCOs to ensure that Marines are "doing the right thing", creating a positive environment in which common sense and safe behaviors are followed. Reflecting CMC's emphasis in ALMAR 055-02 on formal education at the Cpl level, fosters commitment to doing the right leadership at all levels, the new Last MAW Leadership Initiative, that begins training at the right times for the right seasons. Additionally, new programs emphasizing ORM have been instituted at Last MAW in the areas of operational safety while deployed and in MCMP training, historically areas of on-duty safety concern.

Ref: (a) ALMAR 060-02
Subj: BI-ANNUAL SAFETY REPORT
From: Commanding General, Last Marine Aircraft Wing
To: Commandant General, III Marine Expeditionary Force

(b) MARFORPAC 260115Z FEB 03

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LAST MARINE AIRCRAFT WING
UNIT 37101
FPO AP 9603-7101



(3) Successes/Shorthfalls. One area of interest that needs improvement is water safety in WestPAC. The last 2 fatalities in last MAW have been off-duty drownings in FY02 and FY03. The sub-tropical weather and easy access to water safety in WestPAC. Better defined and our Marines need better education and hazard awareness.

(2) Efforts to Achieve Goals. In the area of traffic safety, last MAW has partnered with the Japanese Police and local MPs in the "Convincer Program" a crash simulator aimed at demonstrating seat-belt safety. The last MAW Ground Safety Manager has also produced a presentation called "Anatomy of a DUI", which highlights the dangers and consequences of drinking and driving for those who have never really considered how a DUI can be a life-altering experience. Finally, the Marine Facility Program is a 1st MAW Partnership with bases and the USO to provide an off-hour venue, just for Marines, which features food, video games, internet, etc, providing 24-hour entertainment in a safe, alcohol-free environment.

(1) Safety Planning. A specific target of HQMC (SD) off-duty ground mishaps by 5% per year from FY 02 through FY 06. b. Off-Duty Ground Mishap Reduction - Reduce the number of Class A and B mishaps by 5% per year from FY 02 through FY 06.

The Marine Facility Program has been initiated at last MAW, and offers a viable and fun alternative to the Okinawan economy. This program was developed following a comprehensive look at how we support our Marines in their off-duty time by providing them facilities conducive to their lifestyle and will create a viable recreation option.

Historically been the area of greatest concern of last MAW, which has seen an off-duty traffic fatality in years, the Wing's drive safe program aims at promoting seatbelt use and preventing DUIs. An additional area of emphasis for off-duty Marines has been to provide on-base liberty environment.

Safety has been the redaction of PMV injuries. Although this has not seen a heart attack fatality during a unit PFT in 2001. Operational Safety teams deployed with the last 2 Wing-wide exercises (MILLENNIUM Edge 02, UEL 02) contributed greatly to the record of no injuries in either evolution.

However, continue to be the most injury-prone evolution, accounting for over 1000 lost workdays and \$161,000 in injuries in the last 15 months. MCMP, however, continue to be the most injury-prone evolution, accounting for over 1000 lost workdays and \$161,000 in injuries in the last 15 months.

Controlls and resources applied after the wing-wide OPT in March will be aimed at turning this trend around.

(4) Successes/Shorthfalls. Last MAW's last on-duty Class A or B mishap was a heart attack fatality during a unit PFT in 2001. Operational Safety teams deployed with the last 2 Wing-wide exercises (MILLENNIUM Edge 02, UEL 02) contributed greatly to the record of no injuries in either evolution.

HQMC (SD) has used this characteristic to describe mishaps which result from disregard of policies and controls already in place to protect our Marines. Avoidance of preventable mishaps is a byproduct of "doing the right thing", and the last MAW Leadership Initiative is aimed at that very goal.

Evaluation of last MAW efforts will be in the category of "avoidable" mishaps. (3) Recommended Metrics or Measures Primary metric for training.

(b) Two additional last MAW programs, one aimed at reducing on-duty mishaps while deploying and the other targeting injuries sustained during MCMAP training, take a more traditional approach to safety using ORM. Operational National Safety Teams, trained to be able to identify hazards specific to deployed large units, are assigned to each last MAW deployment. These sole purpose is to anticipate site-specific hazards and avoid the same types of resources and hazards faced for MAW has experienced during training.

Additioally, the last MAW MCMP conference scheduled for March will attempt to bring the same type of resources and hazards to instructors in an effort to reduce physical injuries the MAW has experienced during additioally, the last MAW MCMP conference scheduled for March will attempt to bring the same type of resources and hazards to instructors in an effort to reduce physical injuries the MAW has experienced during training.

continue to be a problem.

The challenge remains to continue the trends through the 4th QTRs, when OPTEMPO (for TFOAs) and environmental conditions conducive to fuel spills

HAZMAT Spills	13	29	32	HAZMAT Spills
TFOAs	17	20	25	TFOAs
Through March FY01	Through March FY02	Through March FY03	Through March FY03	Through March FY01

(4) Successes/Shortfalls. Last MAW's aviation safety record in general is very strong, with no Class A or B mishaps since 1999. Additioanally, efforts to reduce TFOAs and HAZMAT spills have paid off with reductions through the second quarter during the last 2 years:

Operational Safety Teams in order to reduce the number of safety incidents observed by deployed units. Additionally, the Last MAW ASO actively monitors every aircraft, with no Class A or B mishaps since 1999. Additioanally, efforts to reduce TFOAs and HAZMAT spills have paid off with reductions through the second quarter during the last 2 years:

(3) Recommended Metrics or Measures Employed. Last MAW's on-line reporting system generates real-time statistics for all categories of aviation (and ground) incidents, making hazard and trend identification a relative simple process. This database provides customized queries tailored to the needs and desires of the individual for trend analysis. Trend analysis assisted Last MAW in identifying the number of injuries associated with the MCMAF providing an impetus for a Last MAW MCMAF Opt in March. Trend analysis also produced the injury report of MCMAF Opt in March. Trend analysis also produced the injury report of

(2) Efforts to Achieve Goals. Post-TFOA ORM reviews and HAZMAT spill training and maintenance procedures for KC-130s. A HAZMAT incident review has resulted in new training and maintenance procedures for F/A-18s (now fully implemented) and new analyses have paid off. Identifification of problem areas for TFOAs resulted in a new chapter design for F/A-18s (now fully implemented) and new

(b) A new program in Last MAW will review Combat Flight Leadership and apply the same principles as the NCO Leadership Program to ensure a

professional environment is maintained. Last MAW is currently performing a survey of flight leadership syllabus and designion processes to assess the general knowledge base and to ensure adequate coverage of the principles of attaining operational excellence through flight leadership, creating better

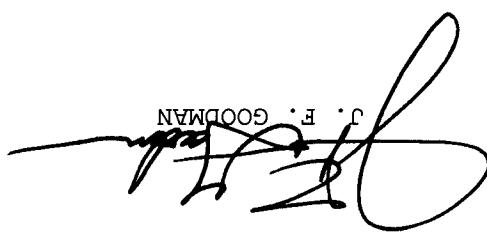
and safer combat winning and flight leaders.

(a) Last MAW's traditional efforts in aviation safety are based on data analysis to identify unsafe trends and reduce hazards. Additioanally,

data analysis to identify unsafe trends and reduce hazards. Additioanally,

c. Aviation Mishap Reduction - Reduce the number of Class A and B mishaps by an additional 5% per year through FY06.

The safety department will be working in the upcoming quarter to apply risk management techniques, such as water hazard awareness training and organized SCUBA activities modeled after the Marine Corps, Motorcycle Clubs.

A handwritten signature in black ink, appearing to read "J. E. GOODMAN". The signature is fluid and cursive, with a large, stylized "E" and "D".

J. E. GOODMAN

2. 1st MAW POC is LTCOL F. Free III at DSN 645-0756, email at
freef@jmaaw.usmc.mil.

and Civilians to work, and in-turn continue to reduce on-duty and off-duty mishaps. Help personnel recognize the importance of safety, creating a safer environment for all Marines, Sailors to the command. The annual safety training a safer environment for all Marines / Sailors will cases three times a year during safety stand-downs, prior to deployment and extended holidays and prior Training in situations, general safety practices and ORM is provided annually and in some cases at the company/shop level, to increase safety visibility and training throughout the command.

The Group's Safety section conducts an enlisted safety manager conference, concentrating on workplace battalion safety managers receive refresher training on all aspects of the safety program, and each quarter, components of the Navy's Occupational Safety & Health and Marine Corps Safety Programs. Each year Officer have attended the required Ground Safety for Marines course, to ensure compliance with various principles, making safety a priority for our Marines, Sailors and Civilians. All battalion Executive Officers (as appointed Battalion Safety Officer) and Safety Managers (as full-time assistant to the Safety Officer) have attended the required Ground Safety for Marines course, to ensure compliance with various principles, making safety a priority for our Marines, Sailors and Civilians. All battalion Executive

(2) Efforts to Achieve Goals. Safety is one of 3d FSSG's strategic goals and guiding

full-time safety officer or manager on all training evolutions and exercises regardless of size. members who deploy receive an in-depth safety training presentation prior to deploying and we send a date safety practices, policies and procedures that facilitate good safety-related decision making. All deployment. Each battalion's safety officer and manager continue to provide their personnel with up-to-date safety practices, policies and procedures that facilitate good safety-related decision making. All and created a much more harmonious work environment during all phases of operations, maintenance and recognize and act on potential hazards to prevent accidents. This approach has been extremely successful ensure that all Marines, Sailors and Civilians think "safety first" in all endeavors, hoping members will recognize that all duty remains my main focus. My push is to

FY06.
a. On-Duty Ground – Reduce the number of Class A & B mishaps by 5% per year through
FSSG's effort to achieve the established goals.

Collectively these goals equate to a 50% reduction by the end of FY06, and meeting the Department of the Navy mandate. As directed and per references (a) and (b), this report outlines and describes the 3d serious accidents (Class A & B), with additional reductions of 5% per year from FY02 through FY06. The Commandant's FY00 Safety Campaign establishes a mishap reduction goal of 25% for

Enclosure: (1) 3d FSSG Safety Reduction Goal Matrix

Ref: (a) ALMAR 060-02
(b) MARFORPAC msg 260115Z Feb 03

Subj: BI-ANNUAL SAFETY REPORT

To: Commanding General, III Marine Expeditionary Force
From: Commanding General, 3d Force Service Support Group

10 APR 03

5000

IN REPLY REFER TO:

FPO AP 96604-8401

UNIT

38401

MARINE FORCES PACIFIC

3D FORCE SERVICE SUPPORT GROUP

UNITED STATES MARINE CORPS



reduced the number of heat-related injuries and illnesses aboard Camp Kinsler and will continue to do so offer accurate, convenient, and timely reporting of heat conditions. The installation of this AHSS has

an Automated Heat Stress System (AHSS). The AHSS provides continuous, on-line measurements that

(d) Looking forward, the 3d FSSG was the first OCONUS command to install

and trip hazards have been mitigated and fire and health hazards have been all but eliminated. The success of this program is evident throughout FSSG's facilities. Housekeeping has improved, slip associated with rags used in everyday industrial operations, provides weekly pick-up/drop-off service. An established safety company that provides materials, equipment, and transportation, and trip in everyday industrial operations, the Group Safety Office implemented a "Rag Commercial" and trip in general slip

deploy as a principal officer/SNCO in support of the deploying commander. mishaps in operations and exercises has made it standard practice for a member from the safety office to continue to be engaged in all deployments and exercises. The success of the 3d FSSG in reducing

(b) Setting the stage for future mishap reduction, the Group Safety Office will

polices was directly responsible for the reduction of both on and off-duty mishaps across the board. directly for the Commanding General under the cognizance of the Chief of Staff and an elevated safety transfer of the safety office in late FY00 from the G-4 to stand alone Safety Directorate that works mishaps and in FY01 and FY02 experienced "zero" on-duty fatal mishaps. The realignment and lateral (a) In late FY00, the 3d FSSG experienced two fatal on-duty industrial

(4) Successes/Shorthfalls.

illnesses, exposures and mishaps throughout the command. Please review enclosure (1). will utilize situational awareness and ORM daily to help achieve the overall goal of reducing occupational mishaps reported by the battalions. Members of the 3d FSSG will be familiar with safety policies, and misshape prevention. The safety office will continue to track all accidents and conduct trend analysis of all mishaps across the board with-in 3d FSSG will focus on safety education and used to reduce all classes of mishaps across the board. The primary metric that will be

Safety Officers / Managers in the execution of their duties, with an eye to improving the battalions overall safety program. Areas that may require improvements. We also provide additional training and guidance to assist the evaluations, and a thorough walkthrough evaluation of work centers to identify possible hazards and/or inspection. During the inspections, we conduct a complete review of all admin programs, medical (b) Each year all battalions receive a formal, in-depth safety and industrial hygiene

condition. Manyous hazard reporting system that allows the user to report any unsafe/unhealthy working statistics reporting, to include Marine Corps and battalion orders, DOD instructions, SOP's and inter-active website provides a local link to safety issues and materials pertaining to mishap programs, (a) The recently-developed 3d FSSG Safety, Occupational Health & Environmental

W. J. WILLIAMS

- leadership, I am confident that the mission of the 3d Force Service Support Group will continue to be accomplished with a reduced loss of our most valued resource - - our Marines, Sailors and civilians.
2. By continuing to utilize established safety practices and procedures, ORM, and effective

show an annual driving refresher training.

video, once completed, will be viewed by all incoming service members and family members and will be geographically areas that have been known to present serious driving, swimming, and surfing dangers. The developing a twenty-minute video that will address hazards associated with the ocean. It includes local dependents face numerous risks associated with water safety. 3d FSSG safety office is presently developing a national opportunities available to all service and SOFA members. Marines, Sailors and their

Okinawa is a sub-tropical island that is small in size, has a temperate climate and has great water

FY06.

- b. Off-Duty Ground - Reduce the number of Class A & B mishaps by 5% per year through

Okinawa.

restrictions and speed limits it is generally agreed that vehicle accidents are not fatal mishaps here in the majority of mishaps involving GOV/POV are either Class "C" or "D" mishaps. Due to the driving instituted restrictive speed limits island wide. Mishap data collected over the past three years reflect that personnel. The Okinawan transportation network consists of narrow roadways and highways and has laws. Speed has not been a factor in the majority of POV and GOV mishaps experienced by 3d FSSG DIC courses, conducting bi-annual vehicle safety inspections, and working with PMO to enforce seat belt participation with MCB Butler Safety and is working at preventing automobile mishaps by improving the

(f) With regards to traffic safety, 3d FSSG is an active member and

this type of mishap in the future.

mishap provided valuable information and data that was used to update regulations in hopes of preventing depth investigation of the mishap. The evaluation and study of the circumstances that led up to the cliff when a rogue wave hit the area and swept them into the sea. An SIB was convened to conduct an investigation as a typhoon was exiting the local area. They were sitting to close to the end of a pound that claimed the lives of two Marines. While off-duty, they went and sat on a cliff to view large waves

(e) Last FY, the 3d FSSG experienced an unfortunate off-duty mishap that

claimed the lives of two Marines. While off-duty, they went and sat on a cliff to view large waves in the future. Due to the great success of the installed unit and the request from several Camp Commanders, additional units will be installed at other camps here in Okinawa starting in the fall 2003.

3d FSSG SAFETY REDUCTION GOAL MATRIX

CMC SAFETY CAMPAIGN REDUCTION GOALS	HAZARD	CORRECTIVE ACTION STRATEGY	INTERVENTION IMPLEMENTATION EVALUATION	INTERVENTION EFFECTIVENESS MEASURES	PROGRAM SUCCESSES OR SHORTFALLS
On Duty Aviation-Reduce the number of Class "A" and "B" mishaps by an additional 5% per year through FY06.	Not applicable to 3D				
FY02 through FY06 On Duty Ground – Reduce the number of Class "A" and "B" mishaps by an additional 5% per year from FY02 through FY06.	Tactical and Industrial hazards	Focus on top down leadership. Continue to Provide safety tools such as situational awareness. Pre-deployment safety stand-downs. Full time safety managers included on all training and deployment evolutions.	Conduct quarterly industrial engineering classes, relative to current mishap trends	3D FSSG will continue to process mishap reports and unsafe working condition reports as they become available.	3D FSSG has had two class "B" industrial mishaps. One in FY 2002 and one in FY 2003.
Reduce the overall occurrence of injuries to our civilian employees by 15% per year from FY02 through FY06.	No lost time injuries to civilian personnel during the reporting period	Implemented Core Safety services	No lost time injuries to civilian personnel during the reporting period	3D FSSG will continue to process mishap reports and unsafe working condition reports as they become available.	No lost time injuries to civilian personnel during the reporting period
Off Duty (Private Motor Vehicle and Recreational) Reduce the number of Class "A" and "B" mishaps from FY02 by 5% per year from FY02 through FY06.	No Class "A" or "B" mishaps. Inexperience presents the greatest hazard to our Marines	Frequent safety stand-downs reinforce driving safety. Safety belt usage surveys will continue. ORM training includes off-duty applications. Continue to conduct vehicle safety inspections	No Class "A" or "B" mishaps	3D FSSG will analyze data received from mishap reports to determine where we are experiencing a decrease in mishap types.	No Class "A" or "B" mishaps
Suicide Reduction Goal – To reduce the number of suicides in the Marine Corps by 5% per year from FY02 through FY06.	Often difficult for friends and co-workers to recognize warning signs.	3D FSSG continues to provide Suicide awareness classes in tandem with safety standowns.	Work with Group Surgeon and Chaplain to provide suicide awareness programs	3D FSSG intends to train counselors for suicide intervention	No suicides for the 3D FSSG since FY 2002.